

OZONE ACTION PROGRAM¹

The Regional Clean Air Education Coalition includes the following counties:

- Knox
- Anderson
- Blount
- Cocke
- Grainger
- Jefferson
- Loudon
- Monroe
- Roane
- Scott
- Sevier
- Union

Purpose:

Decrease the formation of ground-level ozone during the summer in the 12-county area.

Goals:

- 1. Improve air quality through voluntary actions.**
- 2. Create public awareness and promote individual responsibility through education.**
- 3. Provide credible measures of air quality improvement efforts.**

The Coalition:

The Coalition assembles a group of people from various sectors of the community such as government, business and industry, education, civic and environmental organizations. The Coalition works on clean air initiatives in the 12-County Region. The purpose of the Coalition is to decrease the formation of ground-level ozone during the summer in the 12-county area. Ground-level ozone forms when pollutants from vehicles, paints and solvents, unburned fuel, and industrial sources “bake” in hot, sunny weather.

¹ Suggested Ideas for an Ozone Action Program come from the Louisiana Department of Environmental Quality

The program warns the public about forecasted high ozone days, and asks for voluntary actions to reduce emissions of ozone forming pollutants.

The Ozone Action Program is a voluntary public education program coordinated by the Clean Air Education Coalition. It is a 12-county community-based program designed to reduce ozone-forming emissions caused by vehicles and other sources during the summer months in the Early Action Compact Region and surrounding counties.

There are two major areas in the education initiative. The Ozone Action Day Program and The Commuter Services Program.

- **The Ozone Action Day Program**

The Tennessee Department of Environment and Conservation issues an ozone alert in the afternoon on the day before an elevated level of ozone is expected to occur. Announcements for an Ozone Action Day will then be broadcast through television and other news media. At the same time, a system of employer notifications will advise participating employers to notify their employees before the end of the working day. Ozone Action Day coordinators at each employer will be notified by phone or fax. They will then notify employees through announcements, email, or printed notices posted at workplace exits. On the Ozone Action Day, organizations and individuals can voluntarily take planned measures to reduce emissions of ozone precursor pollutants. Following an Ozone Action Day, efforts will be made to estimate emissions reductions from the actions taken.

- **The 12-County Area Commuter Services Program**
(to be completed)

Why Should We Have an Ozone Action Program?

Ground level ozone presents a significant air quality problem during the summer months. During *the period from 2000 through 2002* the area experienced *over 60 days* when federal air quality standards were *exceeded*.

While acting as a protective shield in the upper atmosphere, ozone at ground-level is a major element of urban smog. Ozone can lower resistance to diseases such as colds and pneumonia, damage lung tissue, intensify heart and lung disease, and cause coughing and throat irritation. At highest risk

are children, the elderly, and those with heart or respiratory diseases. Elevated levels of ozone can also harm vegetation, farm crops, and the Smoky Mountains.

Ultimately, achieving attainment for ozone (air quality better than the national standard) will result in a healthier environment for the region's citizens and work force, and make it more attractive for economic development and relocations.

Ozone Action Programs are being implemented in many cities across America. They are cost-effective and do not require new regulations or mandatory actions. The Ozone Action Program is entirely voluntary and depends on everyone to share the responsibility. Suggested starting ideas for an Ozone Action Program in the 12-county area are listed below:

Ozone Action Programs for:

- Academic/Educational Institutions
- Businesses
- Industrial Facilities
- State Government Agencies
- Local Government Agencies

Starting an Ozone Action Program for: Academic/Educational Institutions

Employee Education, Notification and Participation

- Assign Ozone Action Program (OAC) Coordinator (s)
- Promote employee/student education/awareness of ozone issue and helpful individual actions
 - Conferences, seminars, workshops
 - Establish teams, task forces or committees
 - Posters/flyers/handouts
 - Element in student/new employee orientation
- Employee/student alerts (email, network boot up message, intercom, bulletin board, flags, etc.)
- Incentives for participating employees/students (e.g. raffle prizes, reserved parking, meals/drinks, certificates, caps/T-shirts)

Operations and Maintenance Activities

- Postpone maintenance activities which use small engines
- Postpone fleet refueling until the evening
- Use fleet vehicles to attend lunch and meetings
- Use alternate fuel (low emission) vehicles
- Restrict indoor and outdoor paint jobs on alert days
- Switch to low VOC solvents and architectural coatings
- Set up Task Force or TQM committee to focus on reduction of ozone-forming emissions

Commuter Actions

- Encourage commute alternatives for employees/students
 - Rideshare - carpool/vanpool
 - Telecommute/work at home
 - Public transportation
 - Walk/bike
 - Flexible work hours
- Establish shuttles for groups of employees/students going between sites or to/from transit stations
- Encourage (incentives) employees/students not to travel by auto at lunch time
 - Subsidize or provide lunches

- Encourage brown bag lunches or ordering in
 - Provide shuttle service to common dining areas
- Parking management – preferences for rideshare vehicles

Starting an Ozone Action Program for: Businesses

Employee Education, Notification and Participation

- Assign Ozone Action Program (OAC) Coordinator(s)
- Promote employee education/awareness of ozone issue and helpful individual actions (e.g. internal newsletters, seminars, flyers, etc.)
- Employee alerts (email, network boot up message, intercom, bulletin board, flags, etc.)
- Incentives for participating employees (e.g. raffle prizes, reserved parking, casual dress, meals/drinks, flex time?)

Operations and Maintenance Activities

- Postpone maintenance and landscaping activities which use small engines
- Postpone vehicle fleet refueling until the evening
- Use fleet vehicles to attend lunch and meetings
- Employ building energy conservation measures
- Restrict indoor and outdoor paint jobs on alert days
- Switch to low VOC solvents and architectural coatings
- Change work schedules to mitigate commute traffic jams

Commuter Actions

- Encourage commute alternatives for employees
 - Rideshare-carpool/vanpool
 - Telecommute/work at home
 - Public transportation
 - Walk/bike
 - Flexible work hours
- Establish shuttles for groups of employees going between sites or to/from transit stations
- Encourage (incentives) employees not to travel by auto at lunch time
 - Subsidize or provide lunches
 - Encourage brown bag lunches or ordering in
 - Provide shuttle service to common dining areas
- Parking management – preferences for rideshare vehicles

Starting an Ozone Action Program for: Industrial Employers

Employee Education, Notification and Participation

- Assign Ozone Action Program (OAC) Coordinator(s)
- Promote employee education/awareness of ozone issue and helpful individual actions (e.g. internal newsletters, seminars, flyers, etc.)
- Employee alerts (email, network boot up message, intercom, bulletin board, flags, etc.)
- Incentives for participating employees (e.g. raffle prizes, reserved parking, casual dress, meals/drinks, flex time?)

Operations and Maintenance Activities

- Reduce high-emitting production activities
- Postpone maintenance and landscaping activities which use small engines
- Postpone vehicle fleet refueling until the evening
- Use fleet vehicles to attend lunch and meetings
- Switch to cleaner burning fuels
- Employ building energy conservation measures
- Restrict indoor and outdoor paint jobs on alert days
- Switch to low VOC solvents and architectural coatings
- Set up Task Force or TQM committee to focus on reduction of ozone-forming emissions
- Change work schedules to mitigate commute traffic jams

Commuter Actions

- Encourage commute alternatives for employees
 - Rideshare-carpool/vanpool
 - Telecommute/work at home
 - Public transportation
 - Walk/bike
 - Flexible work hours
- Establish shuttles for groups of employees going between sites or to/from transit stations
- Encourage (incentives) employees not to travel by auto at lunch time
 - Subsidize or provide lunches
 - Encourage brown bag lunches or ordering in

- Provide shuttle service to common dining areas
- Parking management – preferences for rideshare vehicles

Starting an Ozone Action Program for: Local Governments

Employee Education, Notification and Participation

- Assign Ozone Action Program (OAC) Coordinator(s)
- Promote employee education/awareness of ozone issue and helpful individual actions (e.g. internal newsletters, seminars, flyers, etc.)
- Employee alerts (email, network boot up message, intercom, bulletin board, flags, etc.)
- Incentives for participating employees (e.g. raffle prizes, reserved parking, casual dress, meals/drinks, flex time?)

Operations and Maintenance Activities

- Postpone mowing and motorized construction activities where practicable
- Postpone maintenance and landscaping activities which use small engines
- Postpone vehicle fleet refueling until the evening
- Use fleet vehicles to attend lunch and meetings
- Employ building energy conservation measures
- Restrict indoor and outdoor paint jobs on alert days
- Switch to low VOC solvents and architectural coatings
- Change work schedules to mitigate commute traffic jams

Commuter Actions

- Encourage commute alternatives for employees
 - Rideshare-carpool/vanpool
 - Telecommute/work at home
 - Public transportation
 - Walk/bike
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- Establish shuttles for groups of employees going between sites or to/from transit stations
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 - Subsidize or provide lunches
 - Encourage brown bag lunches or ordering in
 - Provide shuttle service to common dining areas
- Parking management – preferences for rideshare vehicles

Starting an Ozone Action Program for: State Agencies

Employee Education, Notification and Participation

- Assign Ozone Action Program (OAC) Coordinator(s)
- Promote employee education/awareness of ozone issue and helpful individual actions (e.g. internal newsletters, seminars, flyers, etc.)
- Employee alerts (email, network boot up message, intercom, bulletin board, flags, etc.)
- Incentives for participating employees (e.g. raffle prizes, reserved parking, casual dress, meals/drinks, flex time?)

Operations and Maintenance Activities

- Postpone maintenance and landscaping activities which use small engines
- Postpone vehicle fleet refueling until the evening
- Use fleet vehicles to attend lunch and meetings
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Commuter Actions

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Tennessee Air Quality Roundtable

April 14th, 2003

Roundtable Notes

Morning Session

Dr. Wayne Davis and Dr. Terry Miller of the University of Tennessee (UT), Department of Civil and Environmental Engineering, presented a draft report, Emission Inventories and Potential Emission Control Strategies for Ozone Early Action Compact Areas in Tennessee. UT developed the report as part of a research project funded by the Tennessee Department of Transportation (TDOT) specifically designed to provide assistance for local agencies that are participating in the Early Action Compacts for the 8-hour ozone standard.

Dr. Davis and Dr. Miller summarized the report, noting that for each of the Early Action Compact (EAC) areas the report provides emission inventory information in tons/day, broken down by county and source. The report also provides an estimation of the 2007 Emissions Contribution by Each Vehicle Type.

The focus of the report is the Emission Reduction Actions potentially available to each of the EAC areas. Each Emission Reduction Action is explained and its use summarized, includes potential reductions in terms of tons/day, and by percentage of reduction, the costs associated with implementation, and other considerations.

Alan Powell of EPA relayed to the group that the 3% limit for voluntary measures does not apply to those areas under the early action compacts. This opens up options for local agencies to pursue more local/and in some cases less costly actions to address ozone levels.

Groups were formed by location to discuss the strategies and to begin to evaluate the emission reduction actions for their EAC area. Groups prioritized the actions, and discussed barriers to implementation.

Afternoon Session

Ms. Cecilia Ho, the Transportation Conformity Team Leader in the Office of Natural and Human Environment, at the Federal Highway Administration, provided a presentation on the implementation of Transportation Control Measures (TCMs). She described the process of including TCMs in the Statewide Implementation Plan (SIP), and the requirement of including TCMs in Early Action Compacts (EACs). Cecilia also

discussed some of the consequences of not meeting milestones set in the EACs, and the consequences of not meeting performance measures set in the SIP.

Cecilia provided several examples of how specific strategies have been implemented, and their effectiveness in reducing emissions to meet ozone standards. One example from California, included the use of HOT lanes, a concept that provides SOVs the option to pay to use HOV lanes. Another example included the implementation of Transit a TCM included in the SIP. In this case, the performance measure was not met, and the local agency was sued for not meeting the appropriate measure.

The groups reconvened and discussed the steps necessary to implement the Actions identified in the morning break-out session.

Below, are the notes from the morning and afternoon break-out sessions by group/groups.

Knoxville #1 (Morning Notes)

Prioritized list of actions to consider include (in order of priority):

1. Truck Electrification
2. Diesel Fuel Additives
 - availability issues
 - additives are fairly cheap
3. Contractors working for or with public agencies be required to use alternative fuels/alternative fuel sources/bio-diesel
4. Lower the speed limit to 55 mph on ozone action days
 - Use ITS Boards to promote as good citizen action and thru the media
 - Limit this to May through September
5. Education, Education, Education – Public Awareness
6. Accelerate the use of Low Sulfur gas by 2005 or sooner than required

Other Actions considered by the group included:

- Traffic signal synchronization;
- Commuter choice/smart trips programs;
- Greenways and bike trails;
- Bus replacement to alt. Fuel vehicles;
- I/M program

The Group also identified issues that need to be considered with any actions that take place:

- Enforcement of existing speed limits;
- Availability of alternative fuels;
- Additional funding sources to pay for air quality actions;
- Knoxville's Clean Cities Design Goal;
- Off Road: the cost of retrofitting, for example, lawnmower buy-back to reduce NOX;

- Time;
- Health Issues;
- Energy Efficiency – things like air conditioners, water heaters, etc.

Knoxville #2 (Morning Notes)

#1. The highest contributor to NOX is Heavy Duty Vehicles (trucks) at 26%. The group focused on how best to address this issue first:

Issue: We don't know how many trucks we have control over, what's passing through, and what's local.

What we have now:

- 1,000 Parking Spaces for Trucks at local truck stops;
- 100 Spaces funded for electrification

Actions/Issues to consider:

- Move freight to rail
 - Issue: This is a long term option, and won't be something to count on immediately.
- Retrofit existing diesel engines including catalytic converters
 - Issue: Not sure if this option is currently available, or practical right now.
- Additional Electrification
 - Issue: This has already been started.
 - Issue: Capital Costs for Idle Aire is \$10,000 per space.
 - Issue: Consider passing an Idling law, but offer basic electrification at truck stops – any additives would be at the cost of the dealer.
- Alternative Fuels/Bio Diesel
 - Issue: Kat is moving to alt fuels now, and is also in the process of purchasing electric hybrid buses.
 - Issue: No stations are currently available for bio diesel.
 - Issue: Cost is unknown to convert to bio diesel.
 - Issue: The effectiveness for NOX reduction is minimal without the additive.
 - Issue: The long term effect on engines using bio diesel is unknowns, and there may be increased maintenance costs.
 - Issue: The good news is that bio diesel does NOT require retrofitting the engines to use.
- All measures for HDV need to be implemented statewide in order to be effective
 - Issue: The truck lobby is strong and will oppose.
 - Issue: If only in Knoxville, the truckers will pass through, and stop in other places which will impact local revenue.

#2. Off-Road Mobile Emissions

Issues: Cost and enforcement are the biggest obstacles to any actions to lower off-road emissions.

What we have now:

- Airports/Airlines are moving to alternate fuels for ground support equipment.

Actions/Issues to Consider:

- Replace old equipment with equipment that meets standards.
 - Issue: Requires enforcement in order to ensure compliance.
- Require the use of alternative fuels.
- Require the use of catalytic converters.

#3. On-Road Passenger Vehicles

Issues: Land Use Planning is not an option and should not be considered due to extreme political issues in the Knoxville area.

What we have now:

- Bike Plan
- Smart Trips Program
- Transit System

Actions/Issues to Consider:

- I/M Program
 - Issue: Environmental Justice will be an issue – disproportional affect on low income populations.
 - Issue: Needs to be statewide in order to be effective.
- Ridesharing – TDM Programs (#17-#20)
 - Issue: Smart Trips Program is currently all voluntary.
 - Issue: Should consider mandatory ordinance requiring employers over a certain size to provide rideshare/TDM options for employees (Washington State Example)
- Bicycle and Pedestrian Options
 - Issue: Needs to be comprehensive in order to be an effective alternative.
 - Issue: Needs to include projects such as new infrastructure, retrofitting existing facilities, restriping to make room for bikes, etc.
- Transit
 - Issue: Funding – not enough to make a difference
 - Issue: Transit is not competitive to SOV.
 - Issue: More efforts need to be made to implement existing technologies for buses, e.g. signal priority for buses.
- Traffic Flow Improvements
 - Issue: Enforcement
 - Issue: Need to find a point where speed and flow work together, otherwise, there is a conflict with the concept of lowering the speed limit.
- Alternative Fuels

- Issue: Availability

#4. Industrial Sources – Point Sources

Issue: The Knoxville area has two point sources now that produce greater than 500 tons per year of NOX – one is located in Knox County and one is located in Loudon County.

What we have now:

- Both point sources have already met the NOX SIP CALL

We need to reduce NOX from these sources by 47 tons per day.

Knoxville (Afternoon Notes)

#1. Truck Electrification

- Funding is the biggest obstacle - Should initiate public/private partnerships to install systems.
- CMAQ funding is limited, so another source of funding will have to be found.
- Public incentives such as tax incentives on units, property tax incentives should be considered to encourage private participation in installing units
- Need to advertise and educate truckers to the advantages for them to electrification options.
- Electrification needs to be regional, otherwise truckers will go someplace else to stop and revenue will be lost.

#2. Bio Diesel

- Need to find distributors and bring them to the table where decisions are made
 - Distributors should be invited to the Southern Governors Association Conference to discuss issues.
- Public agencies should commit to use bio diesel in all public vehicles
- Incentives should be considered to distributors – e.g. free marketing, free advertising, profit sharing.
- Should consider public/private partnerships to bring bio diesel into the area - the additional cost/gallon could be subsidized.

#3. Alternative Fuels

- (all the same concerns/strategies in #2 Bio Diesel apply to Alternative Fuels).
- Clean Cities may be able to provide additional dollars for infrastructure costs to implement alternative fuels.
- Kat is currently using propane, so that source is available locally.
- KUB is also using CNG, so that source is also available.
- Implement law requiring large fleets to use alt fuels, e.g. Federal Express (Atlanta requires large fleets to use alt. Fuels.)

- Need to educate the public about the use/availability of alt fuels.
- #4. Lowering the Speed on the day before Ozone Action Days
- Need to implement ozone action days as a standard practice in the Knoxville area
 - Information is available, just need to establish responsible agency, and notification chain.
 - QUESTION: Do we need a state law in order to change the speed limit on the interstate system?
 - Enforcement will be an issue, and will need to be increased in order to be effective.
 - Messages to lower speeds needs to be tied to monitoring, and be fully automated to take effect when ever a prediction is made that ozone will be high.
 - Need extensive public education on ozone action days, and lower speeds at those times.
 - Need to engage TV stations, Newspapers, Schools and Employers.
- #5. Education
- Knoxville Air Quality Summit will provide TV information, news articles, and information to leadership groups about AQ issues.
 - Also need to make sure IJAMS in Knox County is invited, as well as Arboretum at Oak Ridge, the Blount County Environmental Health Action Team.
 - Develop a brochure explaining mobile source issues and air quality.
 - Develop TV ads regarding air quality/health/damage to environment issues (Great Smokeys would provide good visual).
 - Develop an air quality curriculum for the schools
 - The Parks Department has a program called Parks in the Classroom, which has space in their curriculum, which could easily be filled with AQ issues.
 - Use 9 Counties One Vision to get the message out.
 - Tie education messages to:
 - Cost/benefit
 - Social and health costs – health and wealth
 - Loss in industry
 - Costs to tourism
 - Work with Chambers to quantify costs and to develop education information.

Clarksville, Morristown, Cleveland (Morning Session)

Questions:

- How do we know what we need?
- How can we “control” or “regulate” Transport?
- How do we create “Smart Growth for transportation so we never become designated non-attainment?
 - Land use planning should be considered

- Dense development
- Public education about air quality issues
- Develop Ozone action days

Needs:

- Need updated Transportation Demand Model for whole air-shed.

Strategies to consider:

- Alternative fuels
 - Need Funding assistance in order to make this a viable option
 - Need pumps and Infrastructure
 - School buses and city/county fleets should be required to use
- Signalization Coordination
 - Incident Management Program
- Traffic Flow Improvements
 - Signal Coordination
 - Need Before and after studies
 - Decide which corridors need attention and the delay of each corridor
 - Determine traffic mix
 - Designate truck routes
 - Determine truck percentage
 - Funding Sources
 - STP
 - Partner with DOE?
 - Major employers
 - City and local funding sources
 - Electric system
 - Costs
 - \$150,000 for each new signal
 - Boundary Issues
 - New MPO Boundaries
 - 20 year plan boundary
 - urbanized area
 - special cases: US 64 to North Carolina
 - Choke points, rail roads, and sewer issues

Chattanooga and Memphis (Morning Notes)

1. Truck Stop Electrification (#23)
 - Would need to be implemented outside Chattanooga EAC Area
 - Chattanooga does not have access to CMAQ to fund this project
 - Would be implemented in Arkansas, where the truck stops are located.
 - Would be funded with CMAQ in Memphis

2. Long Term Actions:
 - TDOT needs to increase funding for transit
 - HOV system should be expanded into the CBD
3. ITS (#16)
 - Memphis will have ITS implemented by 2006
 - Chattanooga will have ITS implemented by 2005
 - Need to consider transit ITS in Chattanooga as well.
4. Diesel Fuel Additives (#8)
 - HDDV requires retrofit and state regulations.
5. Off-Road mobile sources (#10)
6. Area-Wide Rideshare Incentives (#17)
 - Emphasis should be placed on employer-based programs
7. Stage I - for Arkansas and Mississippi only (#9)
 - Reduce RVP in both Memphis and Chattanooga
8. Lawnmower rebate/buy back Program (#11)
9. Bike Trails/Bike Racks (#21)
 - This is an ongoing program in Chattanooga
10. Pedestrian Greenway Program (#22)
 - State should focus enhancement program and funding on transportation projects that enhance air quality.
11. Remote Sensing with I/M (#24)
 - Gas Cap Replacement Program should be implemented
 - CMAQ dollars could be spent
 - City Inspection Program
12. Additional Controls on Industrial Sources (#3)
13. Replacing old Diesel HDVs and Buses (#5)
14. Lower speed limits for trucks on both rural and urban interstates (#6)
 - This will require additional enforcement for commercial vehicles.

Chattanooga and Memphis (Afternoon Notes)

Truck Stop Electrification:

- Need to survey the number of spaces

- Should consider an operating subsidy during the ozone season

Diesel Fuel Additive:

- 3% by volume additions (extra tank)

Stage I (MS/AR)

- RVP (Chattanooga)

Additional Controls for Industrial Sources

- Need Local Ordinance
- Diesel Engine Modulator
- Ozone Action Days

Ride Share/Enhancements

- Should be employer based – over 500 employees
- Use Chamber of Commerce

Gas Cap Replacement

- AutoZone Sponsor

Nashville (Morning Notes)

1. TVA should spray water into peaking turbines to lower ground level NOx
 - Should be voluntary by TVA or made into a rule
2. Truck Stop Electrification
3. Expand I/M Program up to 10,000 lbs. And make standards for 6,000 to 8,500 lbs. More stringent.
4. Any Contractor that does business with the State or local governments must use alternative fuels and clean Engine technology including off-road vehicles.
5. Quantify Help Patrol – Incident Management
6. Cetane Additives
 - Should be voluntary

Other actions to be considered:

- Bio-Diesel with additives – the plant derived better than animal derived
 - Local refineries – voluntary
- Anti-Idling

- Lower speed limit for heavy duty trucks
 - Vehicles that use clean fuel/clean vehicles may use the regular speed limit
- Smart Way Transportation for Freight
- Trip Reduction for large employers
- Statewide NOX Ract Rule

Nashville (Afternoon Session)

Action	Responsible Party
1. Working with TVA	TDEC
2. Truck Stop Electrification	MPO/TDOT
3. Expand I/M Program into entire MPO study area	TDEC/MPO/Local agency
4. Contractors must use Alt. Fuels	TDOT
5. Quantify Help Patrols	TDOT
6. Cetane Additives	Clean Cities of TN
7. Statewide NOX Ract Rule	TDEC/Local Air Programs
8. Trip Reduction	Local Agencies
9. Lower Speed Limit	TDOT

Tri-Cities (Morning and Afternoon Sessions)

List of Priorities:

- Truck stop Electrification
- Bio-Diesel and Alternative Fuels
- Ozone Action Days
- Traffic Signal Synchronization
- I/M Program
- Anti-Tampering Law

Raising Public Awareness through Education is a Key Goal:

Ozone Action Days

- Raise awareness through use of the media, TV stations
- Raise awareness through coordination with other agencies

Getting started to improve public awareness and education:

- Get stakeholders/players together
- Bring in experts w/interests
 - From the Colleges
- Make goals realistic
- Emphasize other transportation services
 - Major employers could help

Funding Sources Available:

- Transportation and Community and System Preservation Program (TCSP)
- Clean Cities
 - Coordinator could be a resource for other funding sources
- Economic Development with the department of social government
- DOE
- Air quality for outreach programs
- FHWA